Notice No.8

Rules and Regulations for the Classification of Naval Ships, January 2021

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: November 2021

Amendments to	Effective date	IACS/IMO implementation (if applicable)
Volume 1, Part 1, Chapter 2, Section 3	Corrigendum	N/A
Volume 1, Part 6, Chapter 4, Section 4	Corrigendum	N/A
Volume 2, Part 1, Chapter 5, Section 1	Corrigenda	N/A
Volume 2, Part 4, Chapter 4, Section 5	Corrigendum	N/A
Volume 2, Part 7, Chapter 2, Section 9	Corrigenda	N/A
Volume 2, Part 11, Chapter 1, Section 3	Corrigenda	N/A
Volume 3, Part 1, Chapter 6, Section 5	Corrigendum	N/A

Lloyd's Register

Volume 1, Part 1
Chapter 2
Classification Regulations

■ *Section 3*
Character of Classification and Class notations

3.2 Tailoring – Departures from the Rules and Rule additions

3.2.4 An Engineering and Safety justification is to be provided for each deviation from the Rule requirements, *see Vol 1, Pt 1, Ch 2, 2.2 Definitions ~~2.2.19~~ 2.2.20*.

Volume 1, Part 6,
Chapter 4
Hull Girder Strength

■ *Section 4*
Residual Strength Assessment, RSA

4.1 Application

4.1.8 In addition, the residual strength of the hull girder or main deck following the failure of any single critical structural element is also to be considered. *See Vol 1, Pt 3, Ch 2, 2.3 Definitions and Structural Terms*. A review of the structural arrangement is to be made to establish the locations of any critical structure and a separate assessment made as to the impact of their individual failure on the strength of any main deck or the hull girder ~~or~~. The method of review and assessment are to be agreed with LR.

Volume 2, Part 1,
Chapter 5
Spare Gear for Machinery Installations

■ *Section 1*
General

1.2 Guidance for spare parts

1.2.1 For general guidance purposes, spare parts for main and auxiliary machinery installations are shown in ~~the~~ LR's *Spare Gear Guidance* ~~located on Class Direct~~.

Volume 2, Part 4,
Chapter 4
Podded Propulsion Units

■ *Section 5*
Machinery design and construction requirements

5.6 Steering system

5.6.5 The auxiliary steering gear is to be:

(b) Of adequate strength and capable of changing the direction of the ship's podded propulsion units from one side to the other ~~at~~ in accordance with the declared steering angle limits at an average turning speed of not less than 0,5 deg/s, with the ship running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater; and

Volume 2, Part 7,
Chapter 2
Ship Type Piping Systems

■ *Section 9*
Additional requirements relating to fixed pressure water spray fire-extinguishing systems

9.1 System arrangements ~~Bilge drainage requirements~~

~~9.1~~ 9.2 Bilge drainage requirements

Existing paragraphs 9.1.1 to 9.1.6 have been renumbered 9.2.1 to 9.2.6.

Volume 2, Part 11,
Chapter 1
Made and Fresh Water Systems

■ *Section 3*
System arrangements

3.2 Made water production facilities

3.2.1 Made water production facilities fitted are to be capable of producing water to World Health ~~Organisation~~ Organization *Guidelines for Drinking Water Quality, Volume 1 Recommendations Second Edition 1994* as a minimum requirement. A more stringent quality of water production may be necessary in the case of water for use in, for example, boiler feed systems, battery top-up, or gas turbine washing. In these cases, an alternative means of water production is to be provided or a further stage of desalination included in the production arrangements. Where the specified standards for made water are other than the World Health ~~Organisation~~ Organization Standards, these are to be provided to LR.

Volume 3, Part 1,
Chapter 6
Hybrid Electrical Power Systems

■ *Section 5*
System components

5.5 Distribution system

5.5.11 Active components may be used for the limitation of fault currents subject to verification in a real environment of the performance of the component under all normal and reasonably foreseeable abnormal operating and fault conditions and subject to establishment of effective surveillance and periodic test procedures during operation and maintenance in the ship's Operating Manuals to verify the component is capable of performing its intended function. An isolation device is to be provided within the component and this is to be tripped automatically in the event of the component operating. A risk assessment of the component is to be undertaken to a recognised standard that is acceptable to LR (e.g. ISO 31010, *Risk management – Risk assessment techniques*) and in accordance with ~~*ShipRight Procedure Assessment of Risk Based Designs*~~ LR's ShipRight Procedure *Risk Based Certification (RBC)* and associated annexes.

All instances of Risk Based Designs have been replaced with Risk Based Certification throughout this Ruleset.

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